Bahrain Government receives 50% of the profits of the oil industry. The Eastern Bank, since it was established in 1919, has served as the State's Treasury and a Budget is published every year showing the revenue and expenditure of the State. 652

The Customs Directorate is in the centre of the Manama sea front and there are subsidiary offices in Muharraq Town, at the Airport and at Sitra. All goods of any kind which are imported or exported must pass through the customs. The Customs Pier at Manama, which was originally built in 1917, has frequently been lengthened and enlarged and now extends for a quarter of a mile out to sea. Owing to shallow water, vessels in the Manama harbour have to anchor some three miles from the shore and passengers and cargo are conveyed to and from the steamers by launches, barges and sailing dhows. The port and storage facilities in Bahrain are better than elsewhere in the Gulf and importers are allowed to retain their goods in the customs premises for ninety days before re-exporting them. There are usually about 90-100 sailing vessels and launches alongside and anchored off the pier, these come from other Gulf ports, from the west coast of India and from the Red Sea. Walking down the customs pier one sees many interesting types of vessels and sea-faring Arabs from all parts of the Gulf and beyond it. 651 439 504

On the west of the entrance to the Pier is the Passport Office. Passport Officials go aboard all passenger vessels and are present at the Airport when aircraft arrive. Bahrain has had its own passports since 1929. 486

On the south side of the Square, which has a little garden in the centre of it, is the "Bab al-Bahrain," the Gateway of Bahrain, consisting of two large blocks of office buildings with an archway in the centre. On the south side of the western block there is a fine old Arab door and on the balconies of the buildings as well as around the garden in the Square there are cement panels containing Arabesque patterns copied from old buildings in Bahrain. 344

The Bab al-Bahrain contains the finance and accounts department where all payments to the Government for electricity, water, etc., etc., are made, the Land Department which deals with sales and registration of property and questions about boundaries and ownership of land, the registration of sales being compulsory, and several other government offices. His Highness has a reception room overlooking the square on the first floor of the building where he sits on Wednesday mornings. Here he receives any visitors who wish to call on him and sees people who present petitions. On Monday mornings he visits the Municipal Buildings at Muharraq where he holds a similar reception. 344 655 423 643

East of the Customs, on the sea front, is the Law Courts Building which contains a number of different courts including religious courts presided over by the Qadis of the Sunni and Shia sects. Certain foreigners, including British, Americans, Pakistanis and Indians are under the judicial authority of H.B.M.'s Political Agent. In mixed 692

491 south past the Jebal ad-Dukhan and the oil field. This last road, which deteriorates after leaving Awali, after passing Jebal Amr crosses the plain and ascending the rim-rock reaches the Ruler's Hunting Lodge at Rumaitha. From here the road goes due west to another Hunting Lodge at Matalla and joins the road from Zellaq to Ras al-Barr, the southern end of Bahrain Island.

The third main road leading from Manama runs parallel to and about 1-2 miles from the north coast of Bahrain. Passing through some of the most flourishing gardens in the islands, with thick green hedges by the road's edge, the driver is shaded by rows of tall date palms that cast a shadow over the road during most of the day and form an umbrella against the sun. After leaving the village of Jidhafs the road crosses patches of desert, clumps of tumuli alternate with gardens, and for the last few miles before reaching Budaiya, on the north-west corner of Bahrain, there is a shrubby desert where camels, sheep and goats graze. Beyond the Government Experimental Garden the road reaches the sea, and swinging south by the Police Post it enters the village of Budaiya. From here it bears south, through a number of villages and across the pipe-line road from Rifaa to Jesra, and finally to Zellaq.

The fourth road out of Manama, in fact a continuation of the sea road, leads across the Muharraq causeway to the town and island of that name, and after following the Muharraq sea road swings inland and crosses a short stretch of sand before reaching the edge of the Airport. Here the road branches ; one branch leads to the north in the direction of the Airport and the other follows the curve of Arad Bay and then goes straight across the desert to the town of Hedd. Other roads branch off from this to the villages which fringe the coasts of Muharraq and to the gardens of Arad.

To return to the main island of Bahrain. Along the length of the Awal Road and particularly where it passes through the gardens, there are various roads and lanes leading to Zinj and Bilad al-Qadim to Saar and Salmabad, while a little distance to the south of Suq al-Khamis is the turning to the south towards the Adari Pool. Further south again a well-surfaced but somewhat winding road connects the Awal and Budaiya Roads, coming out on to the latter about half a mile west of Jidhafs. Shortly after passing Radhm al-Qawari, second class roads to the east and west lead respectively to the villages of the north-east coast, Tubli, Sanad and Ikur, and to Aali and beyond. Further on along Awal Road there is a road junction with a main road branching off to the south-east in the direction of the Refinery and Sitra. This road, after crossing the Awali-Sitra Road skirts the Refinery and then follows the east coast to the villages of Asker, Jaw and Dour.

It is impossible to describe in detail the many roads in Bahrain, but these are shown on the map of Bahrain and most of them branch off from the main roads which have been mentioned.

505 423 486 Communication with the other islands of Bahrain are mentioned in Part III and visits can usually be arranged to them by private agree-

ment with launch or dhow owners, but it should be remembered that some of them are private property. Umm as-Sabaan is the private property of Mr. Max W. Thornberg, Jidda being a penal settlement, is forbidden ground, and Umm an-Nasaan may only be visited with permission of H.H. The Ruler. The others, the small islands south of Muharraq, Nebih Salih, Jezira and the Howar islands are free to all visitors and a visit to them makes a change from drives around the islands.

Transport in Bahrain includes both bus and taxi, the former are not the luxurious affairs seen in Europe and England but have wooden bodies built in Bahrain and attached to an imported chassis. Taxis, however, are not too expensive if care is taken to pay the correct fare which is recorded in a fare book that should be carried by every driver. It is rumoured that taxis will soon carry meters, which will certainly simplify matters, but till that happy day passengers who have complaints to make about being over-charged should make them to the Traffic Department of the State Police.

Petrol and oil are cheap in Bahrain, which is not surprising, and the import tax on cars and motor cycles is only 10%, so that to own and run a private car is cheaper than in England or the States, as many fortunate people have discovered. Most makes of cars are obtainable in Bahrain, garage facilities have increased and the improvement in the roads has enabled English cars to be used with comfort.

The old-fashioned form of transport in Bahrain was the donkey. It was used for every task, for bringing the produce of the country for sale in the town, for pulling carts and for riding. The white Bahrain donkeys used to be well known all over the Middle East and they were exported from Bahrain to places as far distant as the East African coast. Today buses are replacing donkeys, there are bus services between most of the villages, though many of the young men prefer to use bicycles. Lorries too have successfully competed with donkeys and now carry most of the goods between the towns and villages, but in the gardens and in the narrow country lanes one still meets many donkeys though few of the fine white beasts for which the islands were famous long ago. However, the donkey will never entirely die out, for he has certain advantages over other methods of transport, he can reproduce young donkeys, he can find his own way along small and narrow tracks in the gardens and he produces manure, which is a valuable commodity in Bahrain.

CHAPTER V

BAHRAIN'S OIL INDUSTRY

THE man who was chiefly responsible for the discovery of Bahrain's oil resources was an Australian, Major Frank Holmes, who came to Bahrain on behalf of the Eastern and General Syndicate, a British prospecting company. Major Holmes, after drilling a number of artesian wells and thus discovering something about the composition

1: Belgrave F-3 (no date) 1953 MZ2 Bahrain MZ2

361 laughter comes from the Club House Swimming Bath and in the evenings sports of all kinds take place inside the camp. Today Awali
382 is a town of some 400 houses inhabited by 2,000 Europeans and
[162] Americans. Shady trees line the roads and in fact there is little to suggest the presence of oil. The roads are surfaced with it, but otherwise it is not visible, though oil is the *raison d'etre* of this town set in such an inhospitable situation, to which water has to be piped from miles away and where to plant a tree a pneumatic drill is required to pierce the rock on which the town is built.

SAKHIR

361 Driving from Awali to Zellaq the traveller will notice a group of large buildings on the south of the road near the foot of the Jebal. This is Sakhir, founded by Shaikh Muhammad bin Khalifa (1843-67, d. 1890), but the majority of buildings which exist today were built by the late Ruler of Bahrain. The present Ruler makes little use of Sakhir, and the attractive mosques, balconied dwelling houses and high roofed rooms are now deserted ; the only human beings who remain are the Bedouin in charge of the horses and camels which are still kept there. The climate of Sakhir is excellent and in the spring there are fields of grass which provide grazing both for domestic animals, gazelle and hare. When Sakhir was occupied Saluqis were much in evidence, Shaikh Hamed was a great lover of this fine breed of dogs and his
● [486] favourite hound, Housha, followed him wherever he went. It should be remembered that Sakhir is the private property of the Ruler, from whom permission must be obtained before it is visited.

JEBAL AD-DUKHAN

133 The "Mountain" of Bahrain has already been mentioned in the Introduction, but it deserves further notice. From its peak, which is marked by a trigonometry marker, it is possible to see, on a clear day, the entire area of Bahrain from Manama and Muharraq on the north to Ras al-Barr, while on the east and west the sea is even nearer. From the peak an excellent bird's eye view of Awali can be seen, and, at night, the flares at Dhahran and at Dukhan in Qatar are visible. The strange formation of the island, with the rim-rock and the central depression can be seen from the Jebal. At the head of a wadi facing towards Awali is the Jebal cave, some 15 × 35 × 6 ft., which is hollowed out of the rock, probably by water erosion for the fantastic patterns on the walls would seem to point to nature's rather than man's handiwork.

JAW AND DOUR (DAR AL-MANADIL)

361 On the east coast of Bahrain about a mile south of the highest peak of the Jebal are the villages of Dour and Jaw, similar in character and appearance and the southernmost inhabited villages on the east coast
[342] of Bahrain. The villages are about a mile apart and both are on the shore, they consist of a poor type of stone and gypsum hut inhabited

1: Belgrave F-3 (no date) 1953 MZ2 Bahrain MZ2

ZELLAQ

361 South again of Malakiya is Zellaq, the southernmost village on the
342 western Coast of Bahrain and approximately three miles west of Sakhir. A road runs from Zellaq to Awali and is much used by BAPCO employees coming to swim at the former place. The houses of Zellaq village, which are of stone, are built along the shore and many of them are large and spacious. As a result of the activities of BAPCO, Zellaq village has increased in size and prosperity and now contains a number of substantial white stone buildings which are conspicuous from a long distance across the flat and sandy plain that surrounds it.

162 The inhabitants of Zellaq are Sunni Arabs; some are from the Dawasir tribe, and many of them are dependents of the Ruling Family.
311 North of the village there are a number of large gardens, irrigated by innumerable artesian wells, which are owned by members of the Ruling Family and by their servants; these gardens form a green belt along the two miles of coast between Zellaq and Sedad.

312 The Bahrain Petroleum Company has a pump house at Zellaq which supplies Awali with much of its water and Zellaq was also once the discharging point for tankers bringing crude oil from Saudi
517 Arabia, before the submarine pipe-line was laid. Near the pumping station is the BAPCO Plage, the excellent bathing place which is much used by the employees of BAPCO, particularly in the Summer evenings.

RAS AL-BARR

529 This, the southernmost point of the Bahrain islands, is a popular
484 place for summer picnics, but the approaches to it are difficult, and
491 although never dangerous they can easily cause trouble to visitors by the softness of the sand. It is best to travel in parties with not less than two cars, so that one can come to the help of the other if necessary, and care should be taken to keep to the tracks, however faintly indicated rather than to carve out new roads in the desert. The road to Ras al-Barr from Zellaq first passes through Mutalla, the Ruler's hunting lodge, while that from Awali past the Jebel passes another hunting lodge at Rumaitha before joining the Western road at Akala. From here the road goes south, past the swamps on the coast and along the narrow strip of sand which marks the end of the island.

136 In certain seasons of the year the shores along this part of Bahrain
262 are covered with the eggs of sea-birds, and many Arab dhows anchor off the coast while the crews remove the eggs for food. If one is lucky, while driving down the coast, hare and gazelle may be seen, as well as rose-tinted flamingoes on the shore.

MUHARRAQ ISLAND

MUHARRAQ

491 The visitor from Manama approaches Muharraq by crossing the
486 1½ mile long causeway and Shaikh Hamed Bridge, completed in 1942,

which opens at 11 a.m. and at midnight, for an hour, to allow the passage of vessels through the deep channel between the two islands. There is a toll gate at the bridge and cars coming from Muharraq to Manama are charged 4 annas. Beyond the bridge, around a group of white buildings, the Customs House, Police Station and Municipal Office, there is always a scene of much activity. Here boats unload their cargoes and buses fill with passengers bound for all parts of the Islands. The sea road continues along the water front until it turns inland towards the airport. Much of the ground inside the sea road has not yet been reclaimed and at high tide the sea forms little squares of still water where children sail home-made boats. On Muharraq sea front there are several important buildings, a government dispensary, a large school and, at the northern corner, a block of flats.

Another road, opposite the causeway, runs up into the town passing through the bazaars, which branch off to the north and south. The Muharraq shops are of the old fashioned type, with neither plate glass nor fixed prices. There are antique dealers and carpet sellers and all the usual traders found in Arab towns. Ships chandlers are numerous as Muharraq has always been a sea faring centre. Arab chests, carved or brass bound, carpets, worked leather sandals, divers' equipment and goods of interest to tourists can be bought here at prices lower after judicious bargaining, than those in Manama.

Today Muharraq is still a typically Arab town, a fact of which its inhabitants are proud. Most of the shops are owned by Arabs and are not occupied by Indians or Persians as in Manama. The town, although it was once the capital of Bahrain, the centre of the pearl industry and the focus of trade (a fact that its inhabitants remember with pride) has developed more slowly than Manama. There are few modern buildings, only one cinema and no large European style shops, but its climate is said to be pleasanter than Manama and it is not so humid in the summer. Muharraq was once a walled town but no traces of the walls now remain. The high old houses which line the narrow streets have changed little during the last century, except where corners have been cut away to make passages for large American cars. Many of the larger houses belong to the Ruling Family. They are built around courtyards and in some cases a big house contains three or four such courtyards, surrounded by high walls with few outward-looking windows in them to screen the house from prying eyes.

Muharraq has a telephone service, electric light, a Post Office and a filling station, but no main water supply, apart from artesian wells. As in the case of Manama, the affairs of the town are controlled by an elected Municipal Council presided over by a member of the Ruling Family.

The sea surrounds the town on three sides but at the northern end a new residential area is developing on land which is being sold by the Municipality for building purposes. East of the town is the bay of Arad, the ancient name for Muharraq at the time of Alexander,

of the Egg," a small village with many seafaring inhabitants. To the north of Sitra there is a very pleasant sandy beach looking towards Umm a-Hasan where there is excellent bathing; the view also includes Nabih Salih and Jaziyra. There is deep water to the north of Sitra, and it is here that the Bahrain Government is building the new Port of Manama with a pier running into deep water from the shore between Umm al-Hasan and Jufair.

361 [504]

JIDDA

This island is about 2½ miles from Budaiya. It is small and rocky and in appearance unlike any of the other Bahrain Islands. Its high cliffs rise abruptly from the water and a few fort-like buildings are silhouetted against the sky-line. On the south side of the island there is a level strip of land which is extensively cultivated. Jidda is Bahrain's penal settlement; here all long term prisoners are detained, spending their time cutting stone, weaving and working in the gardens. There is a small house on the top of the cliffs above the jetty which catches all the wind in the summer and which is used by the Adviser to the Bahrain Government. Being a prison island, Jidda is forbidden to general visitors.

101 133 697 [486]

The stone quarries at Jidda are of great age and it is likely that the large stones which line the graves in the burial mounds were cut here. There is an Arabic inscription roughly cut on one of the cliffs which reads as follows :

316

"During the month of Shaban in the year 968 (April/May, 1561) there was completed the cutting of the 100,000th rock for the mending of the tower of the Bahrain fort in the wazirate of the Great Wazir Jilal ad-Din Murad Mahmud by the hand of the slave . . . " (a few words after this are unreadable).

UMM AN-NASAAN

This, the second largest of the Bahrain islands, lies a few miles across the shallow water to the south of Jidda. It is sandy and flat, with the exception of two small limestone hills towards its centre which break the monotony of its shape. At the north end of the island there are several natural springs and artesian wells from which extensive date gardens are irrigated; they were planted by the late Ruler of Bahrain, H.H. Shaikh Hamed, who also established on the island a herd of black buck and gazelle, the former being imported from India and the latter from the mainland of Bahrain.

101 133 312 [136]

There is evidence of ancient habitations on Umm an-Nasan, foundations of many old houses are visible and sherds of pottery can be picked up. Local legend has it that Nasaan, after whom the island is named, was one of the early rulers of Bahrain, but this legend has not been substantiated by historical research.

172

CUSTOMS REGULATIONS

439 There is usually little difficulty in importing goods into Bahrain, except the following, which are not allowed :—

656 (a) Arms and Ammunition,

651 (b) Alcoholic and intoxicating liquors (except under licence).

(c) Cultured, bleached or tinted pearls and undrilled pearls produced outside the Persian Gulf,

(d) Obscene, indecent or seditious literature or pictures,

(e) Dogs, except with special permission of the Director of Customs which will only be granted in the case of dogs accompanied by a veterinary surgeon's certificate of innoculation against rabies.

(f) Counterfeit coins,

(g) Opium and its allied products and cocaine and its allied products.

Books and printed matter, gold and silver bullion and coinage, samples, undrilled Persian Gulf pearls, implements and tools of trade for the use of the traveller are exempt from customs duties. For those arriving for the first time in Bahrain to take up residence, household effects, new clothing, silver and plate are also exempt from duties.

[276] All travellers may bring into the country not more than 100 cigarettes, 50 cigars or ½ pound of tobacco, the containers of which must have been opened.

651 All other goods are liable to a customs duty. The duty on tobacco and liquor is 15%, luxuries pay 10% and necessities, 5%, but prospective travellers should not depend upon this as a hard and fast rule but are advised to ascertain the rates for each article. The Bahrain Government published a Customs Ordinance in 1950 in the form of a booklet, price Rs.2, which is obtainable from the Director of Customs, Manama, Bahrain.

LANGUAGES

191 The official language of Bahrain is Arabic, but some English is spoken in most parts of the State; it is usually possible in cases of difficulty to find an English-speaking Arab

On the other hand the Arabs much appreciate foreigners who take the trouble to learn even the rudiments of their language, which, it must be admitted, is very difficult. For this purpose possibly the best book in print is Van Ess's *Spoken Arabic of Irak*. There are, of course, many other excellent books on Arabic, but for conversational purposes the one above approaches nearest to the particular brand of Arabic spoken in Bahrain.

PASSPORTS AND VISAS

486 All intending visitors to Bahrain are required to have passports endorsed for Bahrain, and in addition they should apply for an entry

visa either directly to the Bahrain Government or to the nearest British Consulate which will, after reference to the Bahrain Government, accept or reject the application on the latter's behalf. Passengers arriving in Bahrain without visas are likely to find themselves on the next plane outward bound. 486

Travellers from Bahrain who require visas for other countries must apply for them to H.B.M.'s Political Agency. In some cases the Agency is able to issue these visas on behalf of the foreign countries, but in the case of others it will be found necessary to apply for visas directly to the nearest consulate of the country concerned. H.B.M's Political Agency are in a position to inform prospective travellers about the latest regulations on this subject.

TAXES

There is no income tax in Bahrain, but for owners of houses and other premises within the Municipal areas of Manama, Muharraq, Hedd and Rifaa there is a small Municipal tax. 651

WATER AND ELECTRICITY

Within the Municipal area of Manama both water and electricity is provided by the State. 312 377

Within the Municipal area of Muharraq electricity only is provided by the State. 655

Rates for these amenities are as follows :—

Electricity.	*Water.*
First 50 units per month, 4 *annas* per unit.	1,000 gallons *Rs.*1 *As.*14.
Next 200 units per month, 3 *annas* per unit.	Meter rent, 8 annas per month.
Over 250 units per month, 2 *annas* per unit.	Minimum charge, *Rs.*1 *As.*14 per month.
Meter rent 8 *annas* per month.	
Minimum charge *Rs.*1 or 4 units per month.	

CURRENCY

Local currency in use in Bahrain at the time of writing is the Indian Rupee, worth, at the current rate of exchange, 1/6d. 436

Coinage is as follows :—

12 pice make 1 anna.
4 pies make 1 anna.
16 annas make 1 rupee.

The following coins and notes are in circulation :—

1 pice (1/12 anna)	copper	1 rupee	nickel and note
1 pie (¼ anna)	copper	2 rupees	note
1 anna	nickel and brass	5 rupees	note
2 annas	nickel and brass	10 rupees	note
4 annas	nickel	100 rupees	note
8 annas	nickel		

During the year the Department[1] sent a deputation consisting of one of the members of the committee and the Superintendent to Kuwait to make a claim for the Waqf funds from the large and very valuable building on the Sea Road west of the Customs pier. This building was acquired by one Hilal Al Materi a Kuwaiti pearl merchant. He dedicated it as a Waqf for charitable purposes, not specifying whether the funds should be spent in Bahrain or in Kuwait. The Sunni Waqf Department obtained an opinion on the case from Al Azhar in Cairo supporting their claim that the Waqf should be spent in the country where the property was situated. The Deputation was not received with any enthusiasm in Kuwait, some sort of compromise was arrived at but at the end of the year the Department had not received any contribution from the Waqf towards charitable objects in Bahrain.

PASSPORT DEPARTMENT

(From the report of Mr. Kadhim Al Asfoor, Passport Officer)

Revenue. The total revenue was Rs. 53,789/-, about Rs. 19,000 less than was collected in 1371. This decrease was due to a shortage of book passports which were being printed in England. Some changes were made in the new passports which now contain the name of the holder on the outside of the cover as well as inside it. A further change in the wording is "date of birth" instead of "age," though at present very few of the people who use the passports know either the date of their birth or their age. Revenue from Travel Passes was Rs. 22,339, from entry forms, Rs. 8,236 and from miscellaneous forms Rs. 5,041.

Pilgrims. Only 280 persons did the Pilgrimage to Mecca, this number included 19 Persians, long resident in Bahrain who were granted passport facilities to perform the pilgrimage. Over 3,500 Shia pilgrims visited the Holy Cities of Iraq, an increase of about 500 over the previous year's number. These pilgrims included many people from the villages. Some of them crossed from Iraq to Persia and visited the Shia shrines of Persia. Such journeys are lengthy and expensive and the increase in the number of Shia pilgrims every year is an indication of prosperity among the working classes.

About 200 Arabs from Bahrain went to the Lebanon, mostly during the summer, this was about half the number who travelled there last year. In spite of inducements by the Government of the Lebanon to encourage tourists from the Gulf the people of Bahrain are beginning to find that they cannot afford to pay the excessively high prices which prevail in Beirut and in mountain resorts. The much advertised wealth of certain Gulf states seems to have caused the people of the Lebanon to regard any Arab from the Gulf as a rich traveller and a potential spender.

		Arrivals.	*Departures.*
Passengers.	By Air	22,542 ..	23,758
	By steamers	13,206 ..	13,136
	By Country Craft	34,220 ..	35,228

Number of dhows and launches visiting Bahrain : 4,958.

During the year 1,077 gratis passes were issued to Shaikhs, their followers, teachers and students. Numerous members of the Ruling Family with their followers went on hunting trips to Saudi Arabia, Iraq and Kuwait.

During the diving season 496 Persian divers were allowed to land in Bahrain and to return to Persia after the diving season.

1 [Sunni Waqf Department -- Ed.]

Abolition of visas. An order was issued at the beginning of the year allowing nationals of Oman, the Trucial Coast, Muscat, Kuwait, Saudi Arabia and the Yemen to enter Bahrain without being in possession of visas for Bahrain, issued by the British Consular or other authorities, provided that they had valid national passports or travel documents endorsed for Bahrain. Unfortunately this arrangement enabled a large number of Persians to enter Bahrain carrying travel papers describing them as being subjects of Trucial Shaikhdoms. The Government has no wish to restrict Arabs from other parts of the Gulf from coming to work in Bahrain, where there is still a demand for unskilled labour, but it views with distaste any increase in the Persian minority which exists in Bahrain. When it became evident that a number of Persians were entering Bahrain under the guise of being permanent residents of Oman or the Trucial Coast the passport authorities were ordered to allow such persons to remain in Bahrain not longer than 15 days. It is estimated that during the year about 9,075 immigrants from Oman and the Trucial Coast entered Bahrain in order to find work, they were issued with permits to remain in Bahrain for one year, subject to renewal. In almost every case the immigrants were men.

Illegal Entries. The number of persons who were arrested and repatriated to their countries, having attempted to enter the country without travel documents, was 124, consisting of 68 Pakistanis, 23 Omanis and 33 Persians. The number of persons who succeeded in entering Bahrain without being caught is undoubtedly large. The Pakistanis crossed the Gulf to Muscat by dhows and continued their journey by foot up the coast to Doha, there they chartered a dhow to take them to the nearest port in Saudi Arabia, on their way to Mecca. The Nakhuda, however, landed them on the Bahrain coast, somewhere near Jaw, probably telling them that it was the coast of Arabia. These unfortunate pilgrims were eventually sent back by steamer to Karachi.

During the year the Bahrain courts heard four cases against Bahrain Nakhudas who had landed passengers in Bahrain knowing that they were illegal entrants. They were severely dealt with. Most of the passenger smuggling is done by Qatar Nakhudas who land the people on unfrequented stretches of coast or on shoals on the Eastern side of Bahrain. Two Persian Nakhudas were prosecuted in the Agency Courts and sentenced to imprisonment and fines for the same offence.

In January 1953 information was received that a certain Persian Nakhuda, Ghulam Reza, a naturalised Bahrain subject, had arranged to ship a number of Persians to Bahrain. His launch arrived with 63 Persians on board who were refused permission to land, not being in possession of papers. They were transferred to another launch bound for Kuwait. Later some of the same passengers were found in Manama and it was discovered that the Nakhuda had, after leaving Bahrain, transferred the passengers to another vessel and landed them on the coast where they were met by motor buses which conveyed them to Manama. Ghulam Reza was subsequently arrested, prosecuted, imprisoned for one year and fined Rs. 4,000. His charge was Rs. 150 a head for landing Persians in Bahrain.

Bahrain Nationality. During the year 31 applications were received from people of various nationalities applying for Bahrain nationality. Of these 19 were accepted, being from persons long resident in Bahrain and possessing immovable property; three of these were Indian subjects and three were Pakistanis. The courts investigated 44 applications by Persians who claimed to have been born in Bahrain. Proof of birth, especially in the case of older people, cannot easily be produced. Only 9 of these applicants were able to prove that they were born in the country. At the beginning of the year an order was issued to the effect that no Persian whose application for Bahrain nationality was accepted would be issued with a passport until two years had elapsed from the date on which he was granted nationality. As a result of this order only a small number of Persians submitted applications. The main object of the Persians who applied for Bahrain nationality was to obtain passports with which to enter Saudi Arabia where their presence was not appreciated.

Passport Official's Course. Ali bin Abdulla, a clerk in the Passport Department, did a course in England studying and learning passport and immigration methods and procedure. The course was arranged by the British Government, the results appear to be satisfactory.

PASSPORT DEPARTMENT

Passport control by the Bahrain Government was begun in 1928, when a passport official was appointed whose duty was to register the names of all passengers landing from steamers in Bahrain. Soon afterwards all passports which were in order were stamped with the Bahrain passport control stamp. 486 647

In 1929 the Government began issuing its own passports to its subjects. The book passports are similar to those of other countries; the binding of the passports is scarlet. Passports are valid for two years, but can be renewed for eight more years. Application for passports is made on a printed form; the cost of a book passport is Rs 7/- and for each renewal Rs 5 -.

Soon after the introduction of book passports the Government began to issue travel documents for use within the Gulf, costing Rs 2/-, which are valid for one year only and are not renewable. The proposal that special travel documents should be issued for pilgrims to Mecca and the Shia holy cities in Iraq has not yet materialised.

For the last seven years the British Consular authorities abroad have, on behalf of the Bahrain Government, given visas to persons travelling to Bahrain, and to Bahrain subjects abroad.

Bahrain passports are not considered valid by the authorities in Persia. Persians living in Bahrain are given special exit and return passes, valid for twelve months, which enable them to go to Persia and return, and a special arrangement is made in the case of genuine Persian divers working in Bahrain boats. Other Persians who wish to visit Bahrain have to obtain special permission from the Bahrain Government, and such permission is only given on the written and stamped guarantee of a respectable local merchant, who assumes responsibility for the person returning and for his good conduct in Bahrain. Should occasion require it, these privileges could be cancelled, and no Persian would be entitled to visit Bahrain without the necessary visa on his passport.

Bahrain nationals travelling to any foreign countries outside the Gulf obtain a visa from the Political Agent, Bahrain. Travel documents issued by recognised authorities in other Gulf States to their own nationals are recognised by the Bahrain Government, and the holders are admitted without a visa.

Various fees and stamp duties are collected by the Passport Department, and at one time the collection from passport fees was the third largest item of revenue in the Budget. The Passport Officer, who has been the head of the department since it started, is Mr. Jalal-lu-din Ahmed. [651]

In spite of the vigilance of the passport officials, especially during the last year, great numbers of indigent Persians have entered Bahrain, illegally, at various points on the coast. Many of these people obtain work with the Bahrain Petroleum Company and fill posts which should be occupied by Bahrain subjects. The enormous increase in Persians, most of whom entered Bahrain without permission, is especially noticeable in Manamah, where almost every other person in the bazaar and nine out of ten of the beggars appear to be Persians. When once these highly undesirable aliens have entered the country it appears to be almost impossible to repatriate them. Being foreigners, they are not under the control of the Bahrain Government. [167]

MUNICIPALITIES

Constitution and History. **Manamah.** Municipalities exist in Manamah and Muharraq. The Manamah municipality was founded in 1919, under the presidency of Shaikh Abdulla bin Isa. As in the case of almost every innovation in Bahrain, the first proposal to form a municipality met with open and hidden hostility, not from the small people, but from the important landowners in the town, who feared that their vested interests would be affected. In after years the people who objected most actively became strong supporters of the municipality. The ill-feeling soon subsided, and in 1927 another municipality was formed in Muharraq at the request of the people of that town. 632

August 2, 1928, which developed in detail the matters discussed in the preceding note and affirmed Persian sovereignty over Bahrein. England answered on February 18, 1929, developing the arguments in her first note and reiterating her previous contentions.

Meanwhile, the Bahrein Government instituted visa regulations and established a land registry office. Since the promulgation of the decree of December 21, 1927, all real properties had to be registered, but no one except "a subject of Bahrein" had right to own property in the island.

Obviously this was to deprive Persians of their rights of ownership in Bahrein. Many sold their land and migrated to Persia, and those who stayed behind had to accept Bahrein citizenship.[1]

Also, previously passports had not been required from Persians travelling to Bahrein, and Persia protested against the change. According to the Persian note, the change "was the explicit recognition by the English authorities of the indisputable right of Iran [Persia] over Bahrein."

Publication of the news of oil concessions obtained previously by Major Holmes from the Bahrein Government, provoked on July 23, 1930, another note from Persia, in which she declared the concession invalid and "reserved—the right to reclaim or to demand restitution of all profits resulting eventually from that concession, without prejudice of all damages relating to it." This strong protest did not deter the English syndicate from ceding its rights to the Standard Oil Company of California, which began systematic exploitation.

The concession to prospect and explore for oil in Bahrein had been obtained on December 2, 1925, to Major Frank Holmes, representing Eastern and General Syndicate, a British company headed by Edmond Davis. For two years, the syndicate tried without success, to interest first British, and later American concerns, in the development of the Bahrein concession. Finally, on

1. This decree was still stiffened by the decrees of 1930 and that of May 23, 1941.

8:Qubain S-5 (1952-53)1955 MZ2 Bahrain MZ2

as the 19th century even the British recognized that Iran had some rights in Bahrain. The Iranian government has never relinquished its claims to the islands, a fact which has had a direct bearing on the position of the Persian community.

Under these favorable circumstances, Persians have been able until recently to move in and out of Bahrain without hindrance or restriction. Over the centuries a prosperous community developed, made up mostly of merchants, so that today some of the wealthiest inhabitants of Manamah are Persians. Generally speaking, this community is more enterprising, better educated, and has a higher standard of living than the local inhabitants of the land. But although the Persians grew prosperous and acquired property in houses and some land, their hearts were never in Bahrain — they were across the Gulf in the mother country. Bahrain is regarded by the Persians as an outpost for commercial activity but not for permanent settlement.

The Persians are resented by both the Arab inhabitants and the British. They are resented by the Arabs because they constitute a foreign community which is somewhat aloof from the rest of the population; in part, also, because of envy of their general prosperity and because they are regarded as interlopers who are taking the wealth of the country away. Two other serious objections to them are that they are Shi'is by religion and tend to look toward Iran rather than the Arab world for political association.

As for the British, they resent them for numerous reasons. In almost every way they constitute a threat, minor and insignificant though it may be, to the consolidation of their position in the shaykhdom. This is especially true since Bahrain has become the chief base for British naval, air, and political activity in the Persian Gulf. Specifically, the British resent the Persian community because it has always opposed what it regards as the "Indianization" policies of the British in Bahrain. It has played the double role of an opposition party and a fifth column. The recent difficulties of the British government and the Anglo-Iranian Oil Company in Iran brought the problem of Anglo-Iranian relations to a sharp focus. The situation has constituted a threat to British prestige in the Gulf. In Bahrain Mosaddaq was regarded as a liberator — in the early part of 1953 pictures of him could be seen in many shops in Manamah.

The policies of the government of Bahrain have been detrimental to the position of the Persian community. In 1927 visas for entry to Bahrain became required of Persian subjects. In December of the same year a land registry office was established and a decree passed requiring that all land be registered; it also stipulated that only Bahrain subjects could own real property. With the passage of the decree a good many Persians had only two alternatives: either to acquire Bahrain citizenship, which many of them